

Antique & Classic ♦ TIMES ♦

April 2020

A publication of the Montana Pioneer and Classic Auto Club



Jim and Annette Terry's original 1936 DeSoto.

ANTIQUE & CLASSIC TIMES

Official publication of the Montana Pioneer and Classic Auto Club, Inc.

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The "Times" is exchanged with other like clubs in the US and Canada.

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Hi-Line Jim Kralic

CHAPTER MEETINGS

Bitterroot Valley Dusters: Regular meeting third Sunday afternoon of each month at places previously decided upon in Hamilton area.

Bozeman Antique Auto Club: Regular meeting second Friday of each month at random locations in Bozeman.

Capital Carriages: Regular meeting second Sunday of each month, 2:00 p.m. random locations in Helena.

Central Montana Trail Dusters: Regular meeting fourth Thursday of each month at places previously decided upon in Central Montana area.

Flathead Pioneer Auto Club: Regular meeting first Sunday of each month at Flathead Electric Co-op in Kalispell.

Goggles & Dusters: Regular meeting first Tuesday of each month at Elk's Lodge, 934 Lewis Ave at 6:00 p.m. (unless otherwise notified) in Billings.

Great Falls Skunkwagon: Regular meeting first Friday of each month, 7:00 p.m. Eagle's Lodge 1509 9th St So in Great Falls.

Hi-Line Antique Auto Club: Regular meeting third Sunday of each month, 7:00 p.m. Inverness Supper Club in Inverness.

Missoula Hellgate: Regular meeting third Monday of each month, American Legion Hall in Missoula.

Vintage d'Fenders: Regular meeting first Thursday of each month, 6:30 p.m. Cavalier Room, Finlen Hotel in Butte.

MP&CAC DUES

**delinquent December 1 of each year;
payable September 1 of each year.**

Single Adult - \$25.00 Couple - \$30.00

ADVERTISING RATES

\$25 - Quarter Page..... \$ 50.00 - Half Page

\$75 - 3/4 Page..... \$100.00 - Full Page

All ads must be approved and paid for prior to publication date. Please contact the State Treasurer for more information.

PRESIDENTS MESSAGE

Well, interesting times. Who could have foreseen this state of affairs? As of this writing the Great Falls swap meet, installation dinner, & spring board meeting have been cancelled due to "the virus"! Great Falls is still working & planning on the Spring Tour. So hopefully that won't get interrupted.

Let's talk about the recent \$5 dues increase for a bit. It's been 25 years since the state club has had an increase in dues. Let's reflect on how much the cost of liv-

ing has increased since then in comparison. For example, gas was \$1.15 per gallon, a dozen eggs \$1.16, etc. I personally don't have an issue with an extra few dollars a year.

While the Times & Roster could be sent electronically to those that would prefer, the information still needs to be gathered, set up, edited, & published. All of which is part of the cost. I'm reminded that we, as a club don't have an office for an elected/volunteer, editor/publisher.

Let's remember our current officers already donate a lot of their time. (and some for many years, thanks again by the way!) Would it be appropriate to ask them for even more? Enough of that for now, I'm sure there will be more discussion later on.

It's with great sadness that I report the passing of long-time local & state member Fred Bull.

He will be sorely missed at our local & state functions. Known for his laughter, humor, & "taking his cooler for a ride", he has left a void. I hope everyone's able to attend the Spring Tour, & I look forward to seeing "ya-all" there. Here's wishing good health, happiness, & safe travels until then.

- Dan Costle

EDITOR'S NOTE

Please remember to send in your information by the due date to insure this publication can be in reader's hands in a timely manner.

Deadlines for submitting articles/ads for quarterly issues are as follows:

January Issue: Dec. 20th

April Issue: March 20th

July Issue: June 20th

October Issue: Sept. 20th

All copy must be to Editor Jacques Rutten at the Lewistown News-Argus by these dates.

We prefer all articles and photos be sent by email to:

publisher@lewistownnews.com.

We will send a confirmation email when we receive it.

If you do not have access to email, please mail your information to:

P.O. Box 900

Lewistown, MT 59457

Attn: Antique and Classic Times

Thank you for your help!

In Memory

*Lois Marie Zwiebel Adams
1924-2020*

*Roy Hieronymous Heyerdahl Tunby
1921-2020*

**Great Falls Skunkwagon
Swap Meet
Scheduled for
April 24th & 25th**

**Due to the Coronavirus
The Swap Meet has been**

CANCELED

**The Installation Dinner
Scheduled for April 25th
Is also Canceled**

Montana Pioneer & Classic Auto Club Spring Tour

Presented by the Skunk Wagon Club

June 12th-14th 2020 Great Falls, MT.

Tour Headquarters: Heritage Inn-1700 Fox Farm Road, Great Falls, Mt.

Friday, June 12th

3:00-5:00 PM	Registration	Heritage Inn
6:00 PM	Evening Meal	Moose Lodge (Black Eagle)
7:30 PM	Costume Judging	Moose Lodge
8:00 PM	Director's Meeting	Moose Lodge

Saturday, June 13th

Breakfast on Your Own

8:00 AM	Car judging and Late Registration	Heritage Inn
9:30 AM	Line up for tour	
10:30 AM	JC Adams Stone Barn	Sun River
12:00 PM	Lunch and Fun Costume Judging	Fort Shaw
12:45 PM	Tour of the Fort Shaw	Fort Shaw

Free time to follow

5:30-6:30 PM	Social Hour	Heritage Inn
6:30 PM	Awards Banquet	Heritage Inn

Sunday- June 14th

8:30 AM	Breakfast and General Meeting	Heritage Inn
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Adjournment and Farewell.

Thank you for coming and have a safe trip home.

MONTANA PIONEER & CLASSIC AUTO CLUB SPRING TOUR

Presented by the Skunk Wagon Club

June 12-14

Tour Headquarters: Heritage Inn

1700 Fox Farm Rd. Great Falls, MT. 59404

Motel Accommodations

Heritage Inn: 406-761-1900

1700 Fox Farm Rd.

A block of rooms have been reserved till May 25th. Mention the Skunk Wagon Club.

Motel 6: 406-453-1602

2 Treasure State Dr.

Crystal Inn: 406-727-7878

3701- 31st ST. SW

Dicks RV Park: 406- 452-0333

1403 11 St SW

Tour Contacts

Carol Rustad: 406-761-8519 or 406-217-1717

Bill Caffyn: 406-452-5789

Kurt Baltrusch: 406-868-0735

2020 MPCAC SPRING TOUR

June 12-14, 2020

Great Falls, Montana



Driver _____

Passenger Name _____

Driver's Address _____

Local Club _____

Phones _____ email _____

Vehicle Make _____ Model _____ Year _____

Insurance Carrier _____ Policy Number _____

Registration Fees

Number of Adults _____ @ \$85 each \$ _____

Number under 12 years _____ @\$40 each \$ _____

Late Registration after May 29th _____ @ \$10 each \$ _____

Total Enclosed \$ _____

Please make check and mail to the Skunk Wagon Car Club, P.O. Box 1305, Great Falls, Mt. 59403

Are you planning to have your car judged? Yes _____ Are you willing to judge cars? Yes _____ No _____

Are you planning to have a costume judged? Yes _____ Are you willing to judge costumes? Yes _____ No _____

Miles driven to tour _____ Year of vehicle driven _____

Cars must complete Saturday Tour to be eligible.

Banquet Choice: Beef _____ Chicken _____ Special Diet _____

The Skunk Wagon Club will not be held Liable for any loss sustained nor can it be named in any judgement or suit. I affirm that my possessions are covered by all necessary property and liability insurance.

Applicant's Signature _____ Date _____

Montana Pioneer & Classic Auto Club Fall Tour

Presented by the Goggles & Dusters Auto Club

August 21st – 23rd 2020 Billings, MT

Tour Headquarters: Billings Hotel & Convention Center

1223 Mallowney Lane, Billings, MT 59101

Friday, August 21st

3:00 – 5:00 PM	Registration	Billings Hotel & CC
6:00 PM	Happy Hour & Snacks Show & Shine in Parking Lot	Billings Hotel & CC
7:30 PM	Costume Judging	Billings Hotel & CC
8:00 pm	Director's Meeting	Billings Hotel & CC

Saturday, August 22nd

Breakfast on Your Own

8:00 AM	Car Judging & Late Registration	Billings Hotel & CC
9:30 AM	Line up for tour	Billings Hotel & CC
10:00 AM	Leave for Columbus	Billings Hotel & CC
11:30 AM	Lunch & Fun Costume Judging Doug Braun's Model T Barn see many early Model T's	Columbus
1:00 PM	Tour Back to Billings – 1) via Red Lodge – 111 miles; 2) via Joliet – 60 miles; 3) direct to Billings – 41 miles	
5:30 PM	Social Hour	Billings Hotel & CC
6:30 PM	Awards Banquet	Billings Hotel & CC

Sunday, August 23rd

8:30 AM	Breakfast & General Meeting	Billings Hotel & CC
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Montana Pioneer & Classic Auto Club Fall Tour

Presented by the Goggles & Dusters Auto Club

August 21st – 23rd 2020 Billings, MT

Tour Headquarters: Billings Hotel & Convention Center

1223 Mallowney Lane, Billings, MT 59101

HOTEL ACCOMMODATIONS

Billings Hotel & Convention Center 406-248-7151

1223 Mallowney Lane, Billings, MT 59101

A block of rooms has been reserved until July 31st. Mention the Goggles & Dusters Auto Club.

Room rates for our event are:

Queen Non-smoking \$109.00

King Non-smoking \$109.00

Subject to current taxes & fees.

There are other motels in the area. Stay where you are comfortable.

Tour Contacts

Tom Erskine 406-656-0496

Jerry Koch 406-656-8227

Roger Thomsen 406-656-1521

2020 MPCAC FALL TOUR

August 21 – 23, 2020

Billings, MT

Driver _____

Passenger Name _____

Driver's Address _____

Local Club Affiliation _____

Phone _____ e-mail _____

Vehicle Make _____ Model _____ Year _____

Insurance Carrier _____ Policy Number _____

Registration Fees

Number of Adults _____ @ \$85 each \$ _____

Late Registration after August 5th _____ @ \$10 each \$ _____

Total Enclosed \$ _____

Banquet Choice: Prime Rib _____ Salmon _____

Please make check out and mail to: Goggles & Dusters Auto Club, c/o Cleo Zickefoose, 6306
Victoria Lane, Billings, MT 59106

Will you have your car judged? YES _____ NO _____ Are you willing to judge cars? YES _____ NO _____

Will you have a costume judged? YES _____ NO _____ Willing to judge costumes? YES _____ NO _____

Miles driven to tour _____ Year of vehicle driven _____ Cars must complete Saturday
tour to be eligible for awards.

The Goggles & Dusters Auto Club will not be held liable for any loss sustained nor can it be named in any judgment
or suit. I affirm that my possessions are covered by all necessary property and liability insurance.

Applicant's Signature _____ Date _____

Club News



EXHAUST

BITTERROOT VALLEY DUSTERS

Joann Hosko, Reporter (joann.hosko@gmail.com)

The last of these I wrote, in December, was on the Winter Solstice, a 60-degree day. Fast forward three months, and we have the Vernal Equinox, a clear, pretty early spring day. But what a difference three months have made. My December article wished for a speedy winter and an early spring. We did have a mostly-mild winter, with spotty snow in the Valley and higher than normal snowpack along the Bitterroot Basin. We now face the uncertainty of the COVID 19 coronavirus outbreak. Already, auto-related activities Dick and I had registered for have been cancelled, and the reservations that went with them. Of course, life is always uncertain – we just usually don't have the uncertainty so in our faces on a daily basis. When you receive the TIMES, a month or so from now, who knows how different everything may be.

Our January 19 meeting saw 22 members present at BJ's Restaurant, in Hamilton, on a pleasant winter Sunday. Several people brought quizzical, quirky, and questionable items for identification. We spent some

time discussing our plans for a second annual show and shine at Murdoch's, on May 23. Of course, we now have to wonder if it will even take place.

We are also planning a day trip for our May 17 meeting. We have not been able to agree on a route: the Deer Lodge Valley; the Blackfoot Valley; the Bison Range; the Lochsa Lodge, Idaho. It may turn out that we won't be able to do that, either. People often overuse the word surreal, but this current time we are trapped in is truly surreal.

Amazingly, there were 27 members present at the February 16 meeting at the Frontier Café, near Stevensville. There's nothing like a fairly nice day and cabin fever to get people out.

The Ides of March (15th) meeting took us to the Nazarene Neely Center, in Victor, for the annual corned beef and cabbage dinner, prepared by Dick Babcock and filled out with tasty potluck items from the club. Unfortunately, there were only 19 present to enjoy it. More for the rest of us. There had been a couple of inches of snow that morning, so we had to be careful

not to do loop-de-loops in the middle of the road, on our way to Victor.

I am not sure what all our members worked on to keep themselves occupied this winter. After a couple of months taking it easy, Dick has pretty much healed up and has been back in the shop for several weeks. He continues to make slow progress on the engine change-out of the 1952 Chevy Styleline. He's also found several points of contention with the 1927 Chevy touring car. He's been working to get them tour-ready for the summer. And now, we don't know if there will be any tours. Speaking of tours and trips, I envy the Billings Goggles and Dusters great-sounding road trip to Wyoming, Utah, and Colorado. It's long been my goal to make a club tour of Route 66. That's just a dream, now, and probably always has been.

Anyway, with all the uncertainty, we don't even know if we will be seeing you in Great Falls in April. We can only hope. In the meantime, stay sheltered and safe.



Bozeman Antique Auto Club



Stu Coleman, Reporter (atascoleman@wispwest.net)

Happiness is measured in the reality, or even the possibility, of bringing another new(old) antique vehicle home. Although at the Hornet's Nest that feeling may be reversed and the happiness is when one leaves! No matter, several members of BAAC are participating in this happiness including yours truly. Erv Hintzpeter has once more visited the detailed restoration of his father's (now his) 1940 Packard 4 door sedan and will soon be changing the "UR" designation in the roster to "R". As mentioned before, the Packard specialty shop in Post Falls, Idaho is working on it and the chassis running gear including a complete engine and transmission rebuild, is now completed and it shines with foot-deep dark

green paint. It will be coming home soon as the shop works through some final details in its total restoration. When it does come home, won't that be a pair to draw to, their 1936 Packard 120 Business Coupe in bright yellow alongside a handsome green 1940 sedan.

As I also mentioned, Ray D'Arnette traded away his E-Type Jaguar and replaced it with two Corvettes. Both the 1967 and 1969 were very nice but they had a few imperfections, minor but fixable, and he opted to have a Corvette specialist in Missoula correct, adjust, and otherwise assure that the cars are the best they can be. Ray believes the cars will be home for spring and ready for the upcoming driving season. As Ray

calls them, bookends, because Corvette only made that particular body style for the three years of 1967, 1968, and 1969, thus he has bookends! And they did not make many of them either, with the most produced in 1969. Anyway we can't wait to see them in person.

And not all the winter work is about cars and trucks, Dave Pruitt has been working on a D-2 Caterpillar tractor. Not the biggest for sure, but still comes with a big price. Dave checked into the cost of a needed clutch for the little Cat and was told by the company it was \$900! Thank goodness he sourced an after-market one for \$300. Hey, these things get expensive to restore don't they!

And yours truly has just received word that his and Jeanne's 1965 Plymouth Barracuda has been completed and is ready for pick up. Unfortunately, I had some carpal tunnel surgery and it dictates that the recovery of the car will be delayed a few weeks. Actually not knowing a lot about early Barracudas, I believe this to be a 1964 ½ titled as a 1965 as it wears the word Valiant on the lower right side of the trunk. I am told that the very early greenhouse glassed Barracudas were a body type that could be selected when buying a Valiant in late 1964, and then in 1965 they became a stand alone model. That makes sense to me



The Yuill's 1934 Dodge 2 door sedan



Bill's highly modified 1977 MGB roadster

because the dash instrument cluster is slightly different than the true 1965s I have seen. It has a rebuilt high performance small block 273 V8 with a factory four barrel and factory four speed standard floor shift transmission. But now the work begins to reassemble the bits and pieces for the car. Jeanne has not decided yet, whether she will ride with me!

But I think the most interesting project going on this quarter belongs to Bill Yuill, but first a lead into Bill's garage is in order. Under the capable guidance of President Rose Cain (also known as President Rose) she scheduled a winter sleigh ride for those club members willing to bundle up and challenge the winter temperatures in February. It started and ended at the Yuill's beautiful, self designed log home in the Gallatin Gateway area. Incidentally, they also did a lot of the actual construction including Madonna's work

putting the wooden pegs in the hardwood floor! However, when members arrived, the sleigh was traded in for a wagon with only two horsepower, Ole and Jack to be precise. And what a fine black draft horse team they were wearing black tack highlighted by silver adornments.

The hour trek behind Ole and Jack concluded with a potluck at the Yuills with everyone contributing to the eats. Then Bill said, "Anyone interested in going to the shop and look at my projects?" BINGO! He didn't have to ask twice with this group, and off to the garage we went. Inside was a 1977 MGB roadster in a fine coat of bright yellow and in the engine compartment was snuggled a Chevy 3.8L V6 with an overdrive automatic. It looked like the engine was made for the MG, what a dandy swap. The amazing thing is that Bill and Madonna's two sons came to visit and in three days had the complete package in the car.

Bill isn't the only one in the family with mechanical ability me-thinks.

The boys told their dad that with that four barrel carb it should be quite fast and if he wanted it to go faster, they could make that happen too! And Bill knows fast. On the wall of the shop is a larger than life mural of Bill in a white MGB at speed on a SCCA race track. Bill is at the wheel of number 12. The white car in the painting is not the same one as the yellow, but a little older in age. He rallied the car for about 10 years at SCCA tracks.

And if the '77 MGB wasn't enough eye candy, parked next to it was a Volvo P-1800. Yeah, it was still a project, but those cars are very collectible and enjoyable. But their stable mate was my favorite, a 1934 Dodge 2 door sedan in light brown with darker brown fenders and high lighted waist band. Every thing from the ram hood ornament flows on this early 1930s Mopar product. The MGB mural was painted by a neighbor of Bill's and the artist has vowed to return and to paint the '34 Dodge on the other wall.

A grand thank you to President Rose for setting the sleigh/wagon ride up, and for that matter, for all the innovative and exciting things she plans for the club. In fact, she is so good that there is talk among club members of making her the permanent president of the club or at least for the next 20 years!

Some BAAC members ventured across the hill to attend the 13th

annual Livingston Wheels Motoring Club (LWMC) Windbreaker Swap Meet in early March. This swap meet has been hard pressed to have enough vendors and attendees in recent years, but that was not the case this year. There were about a dozen vendors and a steady parade of people looking and buying. Both yours truly and Larry Bode vendored with fair results. Perhaps with the demise of the Skunk Wagon Swap Meet, the Windbreaker in Livingston each March can fill the need to get the old car juices flowing in the spring for the up coming car season. We shall see, stay tuned.

Last quarter I reported on several recent trips members have taken, and one was a venture to

Iceland by Martha Case to view the Northern Lights among other things. We ask, and she responded with a presentation to club members in attendance at the March 14th meeting at our favorite haunt, the Kountry Korrner Cafe. She did an excellent and most informative synopsis of the country and her trip. For example, did you know that Iceland is about the third the size of Montana in area with about a third of our state's population. Her presentation featured a display board, photos, map, and a book on it. Thank you Martha.

And lastly it is with complete sadness that I have to report the passing of two of our most senior members of the club. On January the 20th, we lost Lois Marie (Zwiebel) Adams at the

age of 96. Although diminutive in size, she was a giant in personality with an incredible artistic talent. And then on February 1st, Roy Hieronymous Heyerdahl Tundy Sr. left us. Roy was just shy of his 99th birthday. Roy loved to polka and even wore a license plate that proudly proclaimed "IPOLKA". Once he complained after returning from a polka convention in Las Vegas that he needed several days to rest up, as the ladies kept coming up to him and asking him to polka with them.....his age, 90!

Remember to keep your eyes on the road and your hands on the wheel and take care of yourself and others with this nasty virus circulating!



Wall mural of Bill at speed in MGB #12



Central Montana Trail Dusters

Sie Schindler, Reporter

Welcome 2020! What a different winter. The snow birds will start heading home. About time to be getting the polish and wash the dust off those beauties that you have covered in the garage. I overheard a wife one day telling her husband to clean out the garage so the sports car can be there.

The Lewistown club does not meet for 3 months so news is old stuff. The club did vote on a club emblem, a member of the club

does that type of work with his sign shop. It will be on a light type jacket. You will notice the emblem on the upper left of this report.

I received an e-mail from Fritz with the 2020 car show schedule. On April 18-19 is the Car Club Expo at Missoula, then April 24-25 is the Great Falls Custom car show and the same weekend is the Skunkwagon Swap meet, also in Great Falls Saturday, April 25th is Montana Pioneer Classic Auto Club officer's installation dinner.

So make plans to attend. *Editor's Note: These items above have now been changed.*

The Spring tour is on June 12-14 at Great Falls. All the registration forms are in the Times.

The Lewistown club will have their first meeting of the year in April, the new jackets will be on display so the members can see the finished product.

Happy motoring drive with care and enjoy the year.

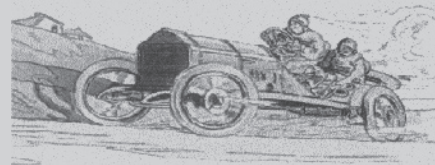


This is the new logo for the Central Montana Trail Dusters.

It was created by Kirk Eastman of Eastman Sign Company in Lewistown. He is a member of the Trail Dusters.

Flathead Pioneer Auto Club

Dave Cooley, Reporter (cooley@centurytel.net)



It was a mild overcast winter's day on January 5th, 2020, when 16 members met at 2:00 PM at the Flathead Valley Bridge Club Building in Kalispell for their first meeting of 2020. Still no snow and temperatures 10 or more degrees above normal. Gary Gudmundson surprised everyone by bringing his 1954 Kaiser Special four door Sedan ("Hers"). The roads were bare and dry, great for old cars, but Gary was the only member who brought one.

As was reported in the last Newsletter, a lot of members have had questions about the necessity for the State Club to raise the Dues as much as they did last year. It was voted at our last meeting that we should draft a letter proposing ways to reduce the State Club expenses in an effort to reduce or eliminate the need to raise the Dues. Secretary Dave Cooley did a First Draft of such a Letter and he brought copies to the Meeting for consideration by the Members in attendance. There were few comments or corrections offered to the Letter, in general indicating the Draft was alright as written. Most of the discussion was devoted to the actual process of digitizing and distributing the MPCAC Roster and TIMES. It is obvious that the Internet would be by far the cheapest way to distribute both publications and as each day goes by, more and

more people have access to the Internet. Certainly the TIMES, and most likely the Roster are already in Digital format for presentation to the Printer, so most of the actual work would be efforts to make the Roster available only to Members of the Club if it is to be put on the Internet. Those Members who knew something about the Internet said that doing so is not Rocket Science and anyone working with Computers frequently would be able to do it. The expense would not be great enough to cause a problem, and it was thought that there is a good chance that a knowledgeable member might volunteer to do it for nothing. Each Chapter Club could print and make hard copies available to their members without computers.

We all agreed that it was very important that the sense of the letter must be that the proposals are in an effort to solve a problem and thereby help the Club, and that it should be written with great respect for the current Officers and Directors of the State Club.

It was decided that the Letter should be from the Officers and Directors of our FPAC, and that the only individual signature should be that of our President, Merry Nelson. These letters are to be sent to each Chapter of the State Club as well as to the State Club itself.

In mid-January Merry Nelson and Dave Cooley polished up the Letter for final distribution and Merry sent it out to the State Club and each of the other Chapters. We have received a couple of very favorable responses, but nothing from the State Club as of yet.

The Next Subject was to decide how we would pick activities (Mini-Tours, etc.) for our Active Season, May through September. Merry asked for suggestions and Volunteers to join our Tour Committee. Gary Gudmundson said that he had seen the Car and Automobilia Collection of Ted Shabert by Ashley Lake and that it would be an excellent thing for our Club to do this year. Others who had seen the collection agreed with enthusiasm, the only reservation being that it is on a gravel road. If we specified that members could choose to drive a modern car, it would seem to take care of that problem. Nobody raised a hand to join the Tour Committee, so we concluded that the past members of the Tour Committee would stay after our next meeting to come up with some ideas for 2020. Anyone who would wish to join in the effort would be more than welcome.

Merry then reminded us that we have had some sort of Video to watch for our Winter Meetings (February, March), and asked if

any Members had something we could watch. Bob Smith borrowed a Video from Dave Cooley last year, and he and Dave agreed to look over what they had. It appeared that between all of us we could put together the equipment to be able to watch just about anything, i.e. VHS, DVD, Movie, etc.

It was the last of a few spectacular mild winter days at 2:00 PM on Sunday February 2nd when 15 members and no guests or antique cars gathered at the Flathead Valley Bridge Club Building in Kalispell for our monthly meeting. We have probably never seen such a great spread of goodies to go with our coffee thanks to John Barr, Ron Buentemeier, Chuck Covey, and Fran Meerkatz.

President Merry Nelson told the membership that she had signed and mailed out 13 copies of our letter proposing Internet distribution of the State Club TIMES and Roster in order to reduce State Club expenses in an effort to reduce the new higher Dues. What few comments Merry (and Dave Cooley) have received indicate that the membership likes the idea. There was some discussion of how our Directors (Art Olson and Jeffrey Sweet) should introduce and represent the subject at the April Installation Dinner and Annual Meeting of the State Club.

Duane Markuson volunteered to have our May "Member's Garage" meeting at his garage, which was a popular idea, so we will be meeting at Duane's garage in Whitefish, probably on

Sunday May 3rd.

Ron Buentemeier brought a white plastic cylinder shaped object with hose fittings at both ends and challenged the membership to identify it. He said it was for "old cars". It turns out that Ron had built it himself and its function was to increase the pressure in the radiator to 5 psi by attaching it to the overflow pipe and installing a sealed radiator cap. The higher pressure raises the boiling point of the water in the radiator thereby improving its cooling capacity. Good one, Ron!

The advent of the "Corona Virus" (Covid-19) has cast doubt over all our plans for Meetings, Tours, and Events, but those members of the Tour Committee that were present got together after the regular meeting to collect some Tour alternatives for the 2020 Season. First of all, we have eight events in the Valley through the Summer that we like to attend. In addition to these, we had all sorts of ideas for us to do as a Club. We will be talking more about these at the next couple of meetings in preparation to vote on them at our May meeting. The Snowbirds will be coming home about then, so we should have more voters in May!

It was an early Spring day with 50 degree temperatures, mostly cloudy and occasional wind and snow flurries when 10 members (perhaps our smallest meeting ever) met at the Flathead Bridge Club Building at 2:00 PM Daylight Savings Time on Sunday March 8th, 2020. President Merry Nel-

son called the meeting to order at about 2:00 PM. Leon Nelson told of his trials and tribulations with restoring his Pickup project and he thanked Art Olson for sealing up the pickup's heater core which had been leaking along with everything else in the pickup's cooling system.

Leon also mentioned that he had heard that this would be the last year for the Great Falls Swap Meet and someone else reported that this would also be the last year for the Spokane Swap Meet. Someone else said that people had risen to the occasion and that the Great Falls Meet would indeed continue next year – no one knew more about the Spokane Meet.

Rob Desch announced that the Glacier Street Rod Club's Swap Meet would be on May 16th from 8:00 AM to 4:00 PM at the Olson Pioneer Park at the corner of Pioneer Rd. and Helena Flats Rd. (where the Antique Power Show has been held in the last several Septembers). The Nelson's Potluck Picnic Lunch is on the following day, May 17th.

John Barr showed us the first half of a video called "The Evolution of the Automobile" and he is planning to show us the second half at our April Meeting. It turns out that the Bridge Club has an excellent projection and sound system which can be easily used by members like John Barr who know about such things.

Keep washing your hands and STAY WELL!!



Capital Carriages

Glyn Verzatt, Reporter (verght@bresnan.net)

I am Back. Darrell Beckstrom has decided he needed a little break from club duties so has chosen to stay on as club Secretary but is dropping production of the news letter and the Classic Times article. I in turn have little to do with my spare time so I will spend some of it doing the news-letter and this article.

First thing I found is that since I last did any work with words, Microsoft Word has changed. Second thing I learned is that with two fingers that have lost feeling I do not type as good as I used to.

We are looking forward to the St. Patrick's Day parade, the club has not met since January and

our March business meeting was the first since then.

About the only thing on the agenda at this time is our April get together with Bozeman and invitees from Butte. Last year was a great turn out with a large number of the Butte members showing up. As a club we know that we need to do something to increase our membership which has continued to fall. We will be discussing car shows, and other activities but it may be that the time has come for us to realize a decreasing interest in our cars and activities is in fact a trend and not just local.

Locally we have a restaurant named, Hi Way 55, a theme op-

eration with the usual Elvis, Marylin, photos and memorabilia, I noted the last time we were in there that bald heads and gray hair are pretty much predominant. Food is good and the shakes are not bad. Looking forward to summer, I have not replaced the 52 Chevy at this time so any participation in club functions will occur in our Malibu suffering with lumbar support seat, F.M., A.M. radio and air-conditioning. I may have to resort to driving the 91 S-10 Blazer.

Our club officers remain the same with the exception of the change in editors.



Goggles & Dusters

Roger Thomsen, Reporter

Boy it's hard to find anything to write about during the first quarter of the year. The weather hasn't even given us anything to write about this year. Our monthly meetings have been quiet and sparsely attended. Part of that is due to the number of members spending time down south.

I hear some of them made it to the big time car auctions in Arizona. I haven't heard of any

Montana money being spent at those auctions this year.

One guy who is always busy is Jerry Koch. Last fall he sold his Model A coupe and his 1935 Ford 2 door. Feeling a little short of old cars he bought a Model A 4 door from one of our members in Kalispell. His wife, Bobbie, wanted them to have a Model A with more room to use for touring. Jerry has been spending time making the Model

A conform to his standards. He has replaced the old plate glass with new safety glass. The wheels got a new coat of "straw" colored paint. It now has an alternator and is about to get a new high compression head. Some new wiring took the place of the old wiring. Oh yeah - he rebuilt the front seat with the help of Jim Erickson. Jim is a real "wood worker". He recently finished hand building a wood

body for his Model A woody.

In the same shop Ziggy Zickefoose recently finished his restoration of a Model G John Deere tractor. He added lots of green paint, new tires all around, and a carburetor that works as it should. Now he just rolled in a little Allis Chalmers G into the shop. It's a cute little tractor – not like the big John Deere.

Rich Anderson recently survived a terrible automobile crash. His life was saved by all the great air bags in his Lincoln SUV. Rich is nursing a broken sternum but is otherwise in good shape. His dog, Eddie, also survived the crash. The crash was NOT Rich's fault.

Al Jenkins celebrated his 99th birthday on February 22nd. He still drives a little – very carefully. Al's my hero – he taught me all I know about flathead Ford V-8s. Proud to be a friend of Al's.

The latest news I have due to the Corona virus is that the Portland Swap Meets have been cancelled, as well as the one in the Seattle area. I hope the Great Falls Swap Meet will go on. We're still planning to hold the Roaring 20's Swap Meet here in Billings. Time will tell.

Doug Braun, the ultimate Model T Ford collector, recently strayed. He found the "holy grail" 1913 Chevrolet. He bought the 1913 Chevy back east. It had been in storage for 91 years and is a very nice original car. Those of you who would like to see some of Doug's collection should plan to attend the fall meet in Billings. We will be having lunch on Saturday at Doug's "Model T barn" in Columbus.

Well, I guess I did scratch up a little to write about.

So that's the news from Billings. See you down the road.



Yard art truck



Touring with your friends is fun



Old Fords in Utah

Great Falls Skunkwagon Auto Club

Kurt Baltrusch, Reporter (baltrusch@q.com)



The big news is of course the COVID-19 virus and the CDC's recommendation to limit all groups to less than ten people for eight weeks, and we have cancelled the Skunk Wagon Swap Meet. With that, the Installation dinner will be held later, hopefully at the spring tour. Many other events, such as the Bakersfield and Chickasha swap meets are postponed or cancelled. Other gatherings are also affected, and with restaurants closed we cannot even to meet for coffee!

I see in an article titled "Changing Demographics" by the Executive Editor of Hemmings Classic Cars that there is "growing interest afoot for pre-1916 era au-

tomobiles. In fact, the older the car, the more desirable they have become. It's not the guys in their 60s and 70s who are interested in these simple mechanical contrivances. No, it's the millennials. they're simply enamored with vehicles produced at the turn of the 20th century." Bring 'em on! The article goes on to identify other desirable cars such as muscle cars and 50's cars, and even discusses Japanese cars. True, demographics are changing and we need to keep up with those.

There is also increasing interest in the "HPOF" cars – the historical preservation of original features. This is not a new

thing as the AACA instituted a special class for these cars in 1987 but is becoming more popular as time goes on. While many clubs have cars judged based on originality, what should get more points – a car with original but shoddy paint and upholstery or one that is a labor of love and that is very skillfully restored but has repro body parts, upholstery, powder coat and much better fit and finish than original? We can't answer that question, thus there is a special

class for the original cars, which I expect to garner even more attention as time goes on.

Jim and Annette Terry own one of those original cars – a 1936 DeSoto Custom Model 51 Airflow that had last run in 1955. It was bought new in Spokane but ended up in a garage near Denton and almost got turned into a rat rod. The engine was stuck and the glass had delaminated, but the car now runs well and has just over 38,000 miles.

One group of vehicles that the editor did not mention is antique motorcycles which are very popular. John Rummel just returned from an Antique Motorcycle Club of America road run in Borrego Springs, California. The SoCal chapter of AMCA puts on a very fun event the first weekend in March each year. This has been going on for 30 years and was actually started by our fellow Montana Pioneer and Classic Car Club member Gary Breylinger of Big Fork (he lived in California at that time). The event is somewhat unique as all of the bikes that show up are ridden over the three days. There are usually over one hundred vintage motorcycles ranging from the teens to the 1970's. Many bikes that would only be seen in a museum; Crocker, Henderson, Brough Superior, Vincent to name a few, are there and being ridden on each of the rides. The 3-day event starts with a ride around the local area. The second day is west to the mountains and the town of Julian (famous for apple pie). Several of us have gone to



John Rummel spotted this original paint 1925 Henderson four cylinder which rode all three days on the California tour that Gary Breylinger organized years ago.

Mount Palomar and other fun mountain sights (it's not unusual to have snow on these rides). The third day is south to the desert for some beautiful riding. John has been attending for 17 years now and he always looks forward to the event. Just like with the old cars; great people, great old iron and lots of fun. Thanks, Gary, for starting such a lasting and enjoyable event.

With all the news, it is a good time to confine yourself to the garage and catch up on projects. My speedster is close to being finished (if there is such a thing) and I hope to have it out this summer. I have received lots of help on this project, both by members and non-members

alike, and appreciate that. While it is a car of questionable virtue, it has early period parts that were collected many years ago by Chauncy Cassidy including a RAJO head, Hayes wire wheels, very early T headlights and sidelights and lots of brass. The first question I always get is "What year is that?" and so I will have to make up something.

Harold Woyth just painted one of Fritz Seitz's Cadillacs, and while it looks great to most of us, Harold would have preferred to spend more time on it. Harold is also building an engine he got from Skip Hewitt, a 6-cylinder GMC for his truck. This engine will have some nice upgrades and is almost too pretty to in-

stall. Mel Rustad installed an overdrive behind his fluid drive Dodge and is very happy with that. He also overhauled the engine and installed turn signals. Mel and Bob Dige continue to improve Bob's 39 Chevy phone truck.

Jerry Dolson sold his late Model T coupe to a rancher south of Belt who is related to the Ceroovski clan of Montana 500 racers in Helena. Jerry continues to concentrate on his 1928 Buick sedan. He has the engine out and will be sending it away for a rebuild.

We hope to have better health news by the next Times and hope to see you on the road!





Missoula Hellgate Auto Club

Perry Francis, Reporter

It seems that Mike and Annette Martin's 1927 Chevrolet Landau restoration project is getting the attention of aficionados from out of State. Last month three members from the Vintage Chevrolet Club of America (VCCA) dropped by to check it out. The Tacoma, Washington delegation also got to see the Martin's nicely restored 1925 Chevrolet touring car and original 1950 Deluxe Sedan. Afterwards, Mike showed them his 1960 Ford Galaxie convertible. Mike tells us the only reason he has a Ford in his collection is because that convertibles the exact model and year of car he had when Annette and he got married back in the day. A visit such as this from the VCCA shows some of the advantages of belonging to a National type car club. Not only because of the social aspects, but to help with mechanical problems that may arise as well. For example, your report-

er never leaves town without an Early Ford V-8 Club of America (EFV8C) Roster of Members in the tool box. It is like towing insurance, only better. Several years ago I received a cold call from a father and son duo that were broken down in Missoula. They were EFV8C members on a cross country trip from Chicago to San Diego in an early Ford coupe and found my name in the Roster of Members. I helped them for three days, running parts and providing moral support. I know it helped them and it made me feel good also.

The January issue of the Times is usually the hardest to report on as, obviously, car club activities slow down in the winter. However, we always have our winter meetings and pot lucks to keep us motivated. In January it was the Hawaiian pot luck and February it was the chili feed. The ladies that bring those great entrees deserve

special recognition. The March meeting was cancelled because of the corona virus. Like everyone, we are wondering how this will affect our club activities. For now, it looks as if we will all have more time to stay at home and work on our cars. Hopefully, we will all remain healthy.

The Hellgate club suffered a slight down tick in membership in 2020, going from 33 to 30 family memberships. However, we seem to be as well energized as ever having gained some active new members. We are already looking forward to participating in Missoula's Mall Car Show in April and Fred Williams always has some new one day mini tours lined up for us. We hope that COVID-19 does not put a damper on our plans, but as we go to press with this issue of the Times the Mall Car Show, we hear, may be cancelled or postponed. More on that next time.



Vintage d'Fenders

Joni Ehman, Reporter

Happy Spring!! Hope everyone is staying warm and enjoying the little sun we have been getting.

Not much going on here since Christmas. I have taken over my new roll as secretary and am trying to get the hang of it. We had

a wonderful dinner at Sparky's in January and the turnout was awesome! Then in February we had dinner at the Rib and Chop House. There was a few people that were crazy enough to brave the storm and eat with us.

I want to send my condolences to the Bull family. The world lost a wonderful man.

Hope to see everyone at the installation dinner in April!

Hi-Line Auto Club

Jim Kralic, Reporters



*1963 Dodge Four Door Crew Cap Sweptline Power Wagon
- Elk Mountain Wyoming -*

During my travels throughout the western states performing abandoned mine reclamation and closure work I encounter many vintage vehicles in various states of condition. I thought it might be interesting to start a photograph catalogue of the autos that I observe before they disappear altogether. Most of these vehicles are found in fields, riverbeds, mine sites, back yards, barnyards, and maybe a few in someone's driveway. I look forward to sharing what I might find.

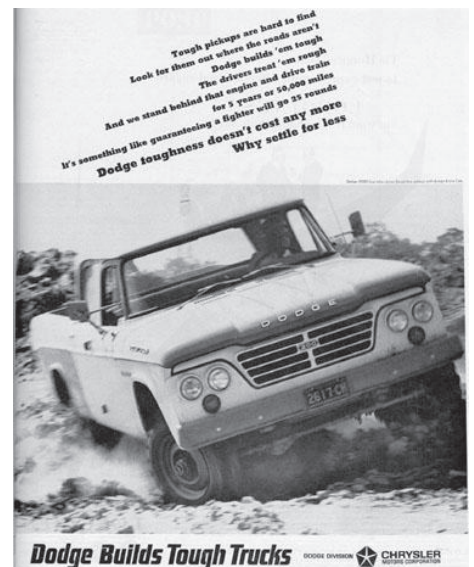
The Dodge Power Wagon began life in 1946 as a civilian version of its World War 2 WC series military $\frac{3}{4}$ ton truck predecessor. This was the first civilian production 4x4 truck offered to the public. It was initially named the WDX all-purpose truck. The W was a continuation of model

designation from the 1941 - 1947 war model years, the D referred to a one ton rating rather than the C designation of the $\frac{3}{4}$ ton war models, and the X indicated a 4x4 model as opposed to all previous two wheel drive civilian models. These first model Power Wagons were called the flat fender style.

1961 marked the first year for a brand new chassis design. The Sweptline era of Power Wagon had begun. The one ton W-300 models continued with the larger L-head six cylinder engine as well as an optional wide block v-8. The half-ton W-100 and $\frac{3}{4}$ -ton W-200 models came standard with the 230 six cylinder engine. Optional were the new 225 CI slant six and the 318 CI polysphere wide block v-8 engines. Halfway through the 1962 year Dodge added the availability of a

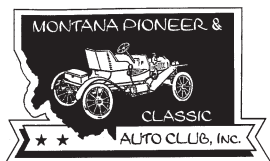
crew cab model and offered it as a 1963 truck and the 225 CI engine became standard. The Sweptline series Dodge trucks final production year was 1971. With many drivetrain, comfort, and trim options added along the way.

The above 1963 crew cab Power Wagon is powered by a 225 CI slant six engine run through a 4-speed manual transmission. A New Process 201 2-speed twin stick transfer case engages the Dana 44 "wet" front axle differential to the standard Dana 60 rear differential when in four-wheel-drive. Power brakes? No! Power steering? Nope! It is equipped however with a heater. It's nice to see in the second decade of the 21st century that an old Sweptline Power Wagon is still put to work as these work horses are becoming rare.



Tough pickups are hard to find.
Look for them out where the roads aren't.
Dodge builds 'em tough.
The drivers treat 'em tough.
The drivers treat 'em tough.
And we stand behind that engine and drive train
for 3 years or 50,000 miles.
It's something like guaranteeing a fighter will go 35 rounds.
Dodge toughness doesn't cost any more.
Why settle for less?

Dodge Builds Tough Trucks DODGE DIVISION CHRYSLER
MOTOR CORPORATION



Montana Pioneer & Classic Auto Club
Application for Membership / Roster Update
(Please Type or Print)

Chapter _____ Roster Update _____

Name _____ Spouse/Partner _____

Address _____

City _____

Home Phone _____ Other _____ Cell _____

e-mail address _____

Occupation- If retired, please list previous occupation) _____

List cars / trucks (oldest to newest) and condition

Listed Manufactured vehicles must be at least 25 years old. Be sure to indicate if this is a modified car

Year	Make	Model	Body Style	Condition (UR, PR, R, O or M)
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				

UR Unrestored - Vehicle is NOT presentable. Need Paint/body work and/or interior and/or engine - drive train repairs.

PR Partly Restored - Work has been done to restore car toward making it presentable.

R Restored to Original - Paint/body work and/or interior and/or engine/drive train has been reasonably brought to the condition as it could have come from the factory.

O Original - Presentable with original paint, upholstery, engine (minor repairs are acceptable).

M Modified - Parts that do NOT belong to the year or make of car. Example - Chevy engine installed into a Ford. Change to sheet metal to alter vehicle appearance and style. Complete description of modified will be in the "Times".

ANTIQUE AUTO INSURANCE CO _____
(PL & PD insurance is required if you participate in any MP&CAC events)

New Members must be endorsed by two (2) paid up club members.

1. _____ 2. _____

Instructions: Dues must be paid to the Treasurer of your Local Chapter. Dues are paid September 1. Past due is December 1. We operate on a Fiscal Year (FY) of September 1 to August 31. We DO NOT prorate dues. To insure having your name listed in the Roster, dues MUST be paid before December 1.

MP&CAC Annual Dues: Single Adult \$25.00 Husband & Wife and/or Guest \$30.00
: Local Annual Dues: Single Adult \$_____ Husband & Wife and/or Guest \$_____

Children of Members are automatically members of the club. At the age of 18 they may pay membership dues and become active members. Children of non-members may become active only if a club member-sponsor accepts full responsibility.

You will be issued a membership card, decal and a car placard. Additional decals, pins, placards and copies of the by-laws are available upon request. Check with your local chapter Secretary or Treasurer.

New Member Signature _____ Date _____

SAFETY IS NEVER OLD FASHIONED



"To all the members of our Montana Pioneer and Classic Auto Club ...

Please be safe and stay healthy during these challenging times.

We look forward to seeing you at many tours and gatherings in the years to come.

Safe travels."

Trade Winds

Classified ads for the Trade Winds are free to MP&CAC members. Other advertising is subject to review by the Ad Committee and current advertising fees will apply. Please call for more information.

– WANTED –

WANTED: 1927 Fordon - Randolph Vogel 1-406-266-3349

– FOR SALE –

FOR SALE: 1913 McLaughlin Buick, Model 31 Touring \$10,000

1921 Buick Model 45 Touring \$5,000

Randolph Vogel 1-406-266-3349

FOR SALE: Professional quality rotisserie twirler for that body off restoration. This allows you to mount your cars body on the rotisserie so you can get to all sides without laying on your back on the ground. Has been used on several frame off restorations. Works good. \$1000.00 Call Roger for more info. 406-656-1521



FOR SALE: 1924 Model T Roadster. Ground-up restoration. New upholstery, side curtains, top, top irons, radiator, tires, wooden-spoke wheels & rims. AC Brakes, KC Warford transmission, high compression head, high volume intake, aluminum pistons, Kevlar bands, electronic ignition, complete rebuilt speedometer assembly. \$20,000. Call Tom Foster @ 406-452-9816 or email stfoster@bresnan.net

FOR SALE: ROLLS ROYCE 2025 (GTK37)
1936 Park Ward special sports saloon. Swept tail body. New paint and body work, engine restored, radiator excellent w/functional louvers, chrome excellent or replated. New: interior leather upholstery, tires, English wool carpets. Call Tom Foster in Great Falls
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